

The Rock Island Argus.

Weekly Paper, Established Oct. 19, 1851.
Daily Paper Established July 13, 1854.

DANFORTH & JONES, Proprietors.

Cor. Illinois and Eagle Streets.

TERMS.—For the Weekly Argus—Three Dollars a year, if paid in advance.
If paid within three months, \$3.25.
If paid within six months, 3.50.
If paid within nine months, 3.75.
If paid within twelve months, 4.00.

CLUBS.—In Clubs of 10 or more, at \$2.50 each, and one copy extra for every club of ten.
Single copies, at the office, 10 cents each.
Daily—Two Dollars and Fifty cents for three months, payable in advance, or \$10 a year. By the week, twenty-five cents, in advance.

Rates of Advertising in the Daily.

For the space occupied by ten lines or one inch space.

One day.....\$1.00	One month.....\$5.00
Two days.....1.50	Two months.....6.00
Three days.....2.00	Three months.....7.00
Four days.....2.50	Four months.....8.00
Five days.....3.00	Five months.....9.00
One week.....3.50	Six months.....10.00
Two weeks.....4.00	One year.....12.00
Three weeks.....4.50	Two years.....20.00

Business cards not over five lines \$10.00 per annum.

For each change an additional charge of 25 cents per square will be made.

Notices of "wants," "lost," "found," "to rent," "to let," "not exceeding four lines inserted for fifty cents.

Marriage notices will be charged one dollar in all cases.

Editorial notices charged for at the rate of 15 cents per line, or seven words, and a special notice at ten cents per line, or 50 cents a line per week.

All notices for religious and benevolent purposes will be charged one-third of regular rates.

Obituary notices, except simple announcements of deaths, one-half rates.

Advertisements not accompanied with written directions will be inserted until forbid, and charged accordingly.

Advertisements discontinued before the expiration of the time contracted for, will be charged at short time rates.

Advertisements from abroad must be paid for invariably in advance unless from approved agents.

Advertisements inserted not to reading matter 50 per cent. advance of above rates, and kept standing on the inside pages 25 per cent. advance on regular rates.

All transient advertisements must be paid for in advance.

Advertisements inserted in the Weekly Argus on reasonable terms.

Liberal contracts made with yearly advertisers.

J. B. DANFORTH, JR. MILTON JONES.

ROCK ISLAND POST OFFICE.

Mail Arrangement.

Chicago and Rock Island Railroad Mail arrives at 8:30 A. M., and 4:45 P. M. Closes at 7:20 A. M., and 7:30 P. M.

Sterling and Rock Island Railroad Mail, via Moline, Watertown, Hampton, Rapids City, Port Byron and Cairo, arrives at 8:30 A. M., and closes at 4:30 P. M.

Davenport Mail arrives at 7:50 A. M., and 8:00 P. M. Closes 8:00 A. M., and 4:15 P. M.

Oquawka Mail via Pleasant Ridge, Hazlett, Hamlet, Perryton, Alamo, Monroe, New Boston and Keithsburg, to Oquawka, leaves Monday, Wednesday and Friday, at 9 A. M. Arrives Tuesday, Thursday and Saturday, at 4 P. M.

Macomb Mail, via Preemption, Farlow's Grove, Union, Pease, Greer, North Henderson and Monmouth to Macomb, leaves Wednesday and Saturday at 7 A. M. Arrives Tuesday and Friday at 7 P. M.

Centre Point Mail, via Rural, Prairiefield, Richmond Grove, Centre Ridge, Oxford, North Prairie and Henderson, to Centre Point, leaves Wednesday and Saturday at 8 A. M. Arrives Tuesday and Friday at 6 P. M.

Ambridge Mail, via Coal Valley, Pennsylvania, Orion and Andover, to Cambridge, leaves Monday and Friday, at 7 A. M. Arrives Thursday and Saturday at 6 P. M.

Office hours from 7 A. M. to 8:00 P. M.

On Sunday open from 9 to 10 A. M.

J. B. HAWLEY, -P. M.

CAUTION FROM THE

American Watch Co.

It having come to our knowledge that imitations of the American Watch have been put upon the market in great number, calculated by their utter worthlessness to injure the reputation of our genuine products, to protect our own interests and the public from imposition, we again publish the trade marks by which our Watches may invariably be known.

We manufacture four styles of Watches.

The first has the name "AMERICAN WATCH CO., Waltham, Mass." engraved on the inside plate.

The second has the name "APPLETON, TRACY & CO., Waltham, Mass." engraved on the inside plate.

The third has the name "P. S. BARTLEY, Waltham, Mass." engraved on the inside plate.

All the above styles have the name American Watch Co. painted on the dial, and are warranted in every respect.

The fourth has the name "WM. ELLERY, Boston, Mass." engraved on the inside plate, and is not named on the dial.

All the above described Watches are made of various sizes, and are sold in gold or silver cases, as may be required.

It is hardly possible for us to accurately describe the numerous imitations to which we have alluded. They are usually inscribed with names so nearly approaching our own as to escape the observation of the unaccustomed buyer. Some are represented as made by the "Union Watch Co., of Boston, Mass."—no such company existing. Some are named the "Soldier's Watch," to be sold as our Fourth or Wm. Ellery style, usually known as the "Soldier's Watch." Others are named the "Appleton Watch Co." others the "P. S. Bartley," instead of our "P. S. Bartley," besides many varieties named in such a manner as to convey the idea that they are the variable productions of the American Watch Company.

We also caution the public, and particularly soldiers, against buying certain articles called Watches, so freely advertised in illustrated papers as "Army Watches," "Citizen's Watches," "Magic Time Observers," "Aerosol Watches," &c., the prices of which are stated to be from seven to sixteen dollars. A good Watch, in these times, cannot be afforded for any such money.

A little attention to the trade marks will protect them from gross imposition.

ROBBINS & APPLETON,

Agents for the American Watch Co.,

182 Broadway, New York.

aug17dwim.

Brass and Iron Work,

Gas Fitting

AND

STEAM PIPES

THE subscriber keeps constantly on hand at his new stand on the corner of West Eagle and Front Streets, near the Gas Works, all kinds of Brass and Iron Goods, such as Steam Cocks, Valves, Water Gauges, Whistles, Oil Cops, Beer Cocks, Pumps, Gas and Steam Pipe of all sizes, Zinc, Babbit Metal, etc., etc.

Steam and Gas Work promptly attended to and put up in workmanlike manner.

Gas fixtures of all kinds for sale.

Gas Fitters employed.

N. B.—Cash paid for Old Copper and Brass.

JACOB RILEY.

Chicago & Rock Island Rail Road.

On and after Monday, August 28th, 1865, and until further notice, trains will leave Rock Island Depot as follows:

GOING EAST.

Day Express and Mail train at 8:15 a. m., arriving in Chicago at 4:30 p. m.

Through Freight train at 8:30 a. m., arriving in Chicago at 4:00 a. m.

Express Freight train, at 7:30 p. m., arriving in Chicago at 8:55 a. m.

Night Express at 8:15 p. m., arriving in Chicago at 4:45 a. m.

TRAINS ARRIVE FROM THE EAST:

Night Express at 8:00 a. m., leaving Chicago at 12 midnight.

Express Freight train, at 6:30 a. m., leaving Chicago at 2:15 p. m.

Through Freight at 1 p. m., leaving Chicago 7:00 p. m.

Day Express and Mail at 5:15 p. m., leaving Chicago at 9:00 a. m.

All trains over this road are in direct connection at Chicago with trains over the Michigan Southern, the Michigan Central, and the Pittsburgh and Fort Wayne Railroad, to and from Detroit, Toledo, Cleveland, Columbus, Cincinnati, Pittsburgh, Dunkirk, Buffalo, Niagara Falls, Albany, New York, Philadelphia, Baltimore, and Washington.

Also at LaSalle with trains of the Illinois Central Road, North to Galena and South to St. Louis, and Cairo.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage, also to procure tickets before taking their seats in the cars, as the conductors collect fare only to stations on the line of the Chicago and Rock Island Railroad.

W. H. WHITMAN, Asst. Supt.

Mississippi & Missouri Railroad.

Trains run by Chicago time, which is twelve minutes faster than Davenport time.

ON AND AFTER MONDAY, AUGUST 28th, 1865, and until further notice, trains will leave Davenport as follows:

8:45 A. M. Express for Keokuk and Washington.

7:30 A. M. Freight for Keokuk.

2:30 P. M. Freight and passenger for Iowa City and Muscatine.

Trains arrive at Davenport as follows:

12:45 P. M. freight and accommodation from Iowa City.

6:45 P. M. freight and accommodation from Keokuk and Washington.

7:15 P. M. Express from Keokuk and Muscatine.

The 8:45 A. M. train out of Davenport makes direct connections at Keokuk for Iowa City and Washington, with the Western Stage Company's Stages for all points west, southwest, and northwest.

Trains from the west connect at Davenport with trains of the Chicago & Rock Island Railroad for all points East North and South.

Passengers are reminded of the necessity of giving distinct directions as to the destination of their baggage. Also to procure tickets before taking their seats in the cars.

A. KIMBALL, Supt.

STERLING AND ROCK ISLAND R. R.

ON AND AFTER MONDAY, AUGUST 28th, 1865, trains will run between Port Byron, Rock Island and Chicago, daily, Sundays excepted, as follows:

LEAVE.

Port Byron.....7:00 A. M.

Hampton.....7:20 "

Junction.....7:43 "

Moline.....7:53 "

ARRIVE.

Rock Island.....8:00 "

Chicago.....4:30 P. M.

LEAVE.

Chicago.....9:00 A. M.

Rock Island.....6:30 P. M.

Moline.....5:40 "

Junction.....5:55 "

Hampton.....6:15 "

ARRIVE.

Port Byron.....6:35 "

The above trains will be subject to the rules and regulations of the Chicago & Rock Island Railroad Time Tables while on that road.

L. B. BOOMER, Lessee.

Port Byron, Ill., August 24th, 1865.

RE-OPENING OF THE

Great

Central Route East.

THE PASSPORT ORDER ABOLISHED

AND

NO INTERRUPTION TO TRAVEL!

On and after SUNDAY, MARCH 12th, 1865,

Passenger Trains Via

Michigan Central R. R.

Will Leave Great Central Depot, Foot of Lake St., Chicago, at

6:00 A. M. 5:30 P. M. 10:00 P. M.

Except Sundays. Except Saturdays. Except Sundays and Saturdays.

Connecting immediately at Detroit with Trains of the Great Western and Grand Trunk Railways for Toronto, Montreal, Ogdensburg, Buffalo, Niagara Falls, Troy, Albany, Springfield,

New York and Boston.

During the temporary suspension of through travel, the Michigan Central have renovated and refitted their famous coaches, and made all necessary improvements for the comfort of through passengers.

FOR THROUGH TICKETS, via the Great Central Route, apply at Offices of Connecting Roads; in Chicago, at Company's Office, in Tremont House Block, and at Depot, foot of Lake Street.

R. N. RICE, Gen'l Supt.

H. C. WENTWORTH, Gen'l Western Passenger Agent.

Astor Gold and Silver

Mining Co.,

LYON COUNTY, NEVADA.

Capital --- \$1,000.00

200,000 Shares.

Par Value \$5.

Dr. Cornelius Olcott, Pres.

Jas. Chapman, Sec'y.

Office—No. 71 Broadway, New York City.

N. B. All orders must be addressed to James Chapman, Sec'y. P. O. box No. 5519, New York City.

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Call at the Argus Office

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Will present attractions for all lovers of

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AND

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SCHOOL ORGANS

AND

MELODEANS.

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Every Instrument Warranted for Five Years

IN presenting the AUTOMATIC ORGAN, we boldly announce the greatest triumph in musical instruments of the age. During the past half century, the French and Germans have manufactured reed instruments with double bellows, and two pedals for the feet to operate, but the want of the reversed or Exhaustion Bellows, (which is the only bellows used in our instruments,) made it impossible for them to produce the mellow, rich and musical tone for which our instruments are celebrated.

Another objection to this method of blowing was, that both feet being occupied, no opportunity was offered for the management of the swell. Within the past two years, instruments constructed on this European plan of "double bellows," have been manufactured in this country, and to counteract this difficulty (want of a swell) a lever has been projected from the centre of the instrument, to act upon the swell, and operated by the knee. The inconvenience and contortion necessary to effect this object, are disagreeable enough to a gentleman, but to a lady the use of such an appendage is nearly impossible.

Our Automatic device obviates this difficulty entirely, the simple act of blowing with more or less force giving the desired increase or decrease in the volume of tone. For seventeen years the superior excellence of our Melodeans has not been questioned, and for two years past the enormous demand has made it impossible for us to meet our orders promptly. With our increased facilities, we feel warranted in assuring our patrons that their orders will be promptly met, and solicit a continuance of their patronage.

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